Introduction of Navigational Facilities at Barak and Brahmaputra

1526. DR. ARUN KUMAR SARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the particulars of tributaries of Barak and Brahmaputra where survey already conducted for introducing navigational facilities;

(b) the concrete physical works undertaken by IWAI to develop Barak and Brahmaputra waterways round the year navigable based on the survey conducted since 1988 and future plans, if any;

(c) whether introduction of river terminal and floating jetties at Subansiri river near Chauldhowa bridge on NH-52 and also Guwahati city area alongwith Brahmaputra has been proposed by IWAI, Guwahati; and

(d) if so, the action contemplated to be taken up during Ninth Plan?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) No survey has been carried out for the tributaries of Barak and Brahmaputra for introducing navigational facilities.

(b) No stretch of river Barak has been declared as National Waterway. As regards river Brahmaputra from Dhubri to Sadiya infrastructural facilities such as navigational channels, terminals, navigational aids etc. are developed in phased manner for providing navigation round the year.

(c) and (d) No terminal/floating jetty at Subansiri river is contemplated as it is not a National Waterway. As regards Brahmaputra river, at Guwahati (Pandu) a floating terminal already exists. During Ninth Plan, it is contemplated to provide a permanent terminal at the same location subject to availability of funds.

Task Force on Road Safety Regulations

1527. SHRI C. RAMACHANDRAIAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received demands to set up a Task Force to recommend better Road Safety Regulations;

(b) whether Government is aware of the daily carnage and accidents on the highways in the country;

(c) what are the reasons for Government not reacting adequately;

(d) the steps which are proposed to take to constitute a Task Force immediately to study this unsavory problem; and

(e) the reaosns for delay on this suggestion?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) Yes Sir.

(b) to (e) The Government is seized of the problem of road accidents in the country. There exists a National Road Safety Council (NRSC) under the Chairmanship of Minister of Surface Transport and comprising of State Transport Ministers, Director General of Police of State Governments, representative of Minsitries/Departments, Automobile Associations, Public representatives etc. The Council looks into all matters pertaining to planning and coordination of policies on safety standards in road transport sector and suggest areas for research & development to improve road safety aspects etc. The National Road Safety Council in its last meeting held in July, 97 passed Resolution to enhance the road safety measures. Some of the Important recommendation are as under:

(a) All State Governments to take suitable steps for the protection of the vulnerable road users such as two-wheeler riders, cyclists and

pedestrians, specially school children;

(b) All State Governments to improve the quality of driver education and training and strict control over issue of driving licences;

(c) All State Governments to set up adequate number of training institutes and road safety centres;

(d) All State Governments to strictly enforce regulations relating to fitness of motor vehicles and their continued monitoring;

(e) To provide for deterrent punishment in the Motor Vehicles Act for serious traffic violations like drunken driving, driving under the influence of drugs, rash and negligent driving, crossing of red lights etc.

(f) All State Governments to make wearing of crash helmets compulsory.

The Government has also taken steps to bring in legislation from time to time for a better road discipline. The responsibility for enforcement and implementing legislative and other measures is that of the State Governments. However, the State Governments are frequently advised to take all possible measures. In this regard, in a recent communication, the State Governments were advised inter-alia the following:

(i) Redesign intersection and traffic signals (synchronization)

(ii) Display/indicate traffic diversion routes for peak hours

(iii) Proper designing of sidewalks and their maintenance

(iv) Clear road encroachments

(v) Vehicles carrying goods including tractor-trolleys should not be allowed to carry passenger

(vi) Ensure enforcement of regulations with respect of vehicles carrying hazardous goods

(vii) Enforce strictly provisions contained in Chapter VII of Motor Vehicles Rules, 1989 relating to construction, equipment and maintenance of motor vehicles

(viii) All possible awareness programme.

In addition a number of engineering measures are being taken to improve road safety on National Highways. These unclude widening 2 lane section to 4 lane sections, single lane to 2 lane sections, replacement of level crossing by Railway over bridge, improvement of hazardous locations and provision of reflective road signs and thermoplastic road markings.

In view of the steps outlined above, it is not considered necessary to set up a Task Force.

Forcible Occupation of Calcutta Port Trust Land

1528. SHRI K.M. SAIFULLAH:
DR. Y. LAKSHMI PRASAD:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether a former Jailbird is in forcible occupation of 4 lakh square feet of prime land of Calcutta Port Trust on the bank Hooghly;

(b) if so, the details thereof; and

(c) the action taken to get the land vacated?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (DR. DEBENDRA PRADHAN): (a) to (c) In the absence of a specific reference about the Jailbird, no details can be furnished.